Maryland Historical Trust

Maryland Inventory of Historic Properties number: SM-514.

Name: MD 471 over St. Mary's River.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT NO. SM-514**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 18029

LOCATION

Road Name and Number: MD 471 over St. Mary's River
City/Town: Great Mills X vicinity
County: St. Mary's

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
__ NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab _ Concrete Beam _ Rigid Frame
X Other Type Name Concrete girder

DESCRIPTION

Describe the Setting:

Located in Maryland's Tidewater or Coastal Plain physiographic region, Bridge #18029 carries MD 471 over the St. Mary's River in St. Mary's County. Route 471 generally runs in a northwest-southeast direction. The bridge is located approximately one-half mile north of MD 5. Several dwellings are located to the south of the bridge; a wooded area extends to the north. The St. Mary's River runs in an east-west direction at this location and then proceeds on a southerly course.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

The bridge, which carries two lanes of traffic over the St. Marys River, consists of two spans, each of which measures 22'-0" in length, making a total bridge length of 44'-0". The clear roadway width is 27'-0". The structure consists of concrete girders, horizontally-grooved concrete abutments and wingwalls, a horizontally-grooved center pier, and open balustrade-style concrete parapets. The bridge number is stenciled on one of the parapets.

Inspection reports note cracked wingwalls and abutments and a spalled deck slab and girders.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

No major alterations to this bridge are indicated in the inspection reports or drawing files at the State Highway Administration.

HISTORY

When Built: 1932
Why Built: Statewide road improvement programs and local transportation needs
Who Built: Unknown, presumably State Roads Commission; contract #SM 90
Who Designed: Unknown; built to standard state specifications
Why Altered: Does not apply
Was this bridge built as part of an organized bridge building campaign?: No

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) X C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Road improvements in St. Mary's County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge #18029 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

This bridge could possibly be a significant example of its type. Although it is one of several concrete beam bridges built on Maryland's state and county highways during this same time period and is thus not particularly exceptional, its overall good condition and lack of significant alterations

or additions renders it worthy of further study. In addition, in the local area, it may prove to be a relatively long bridge built according to state specifications.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character-defining elements. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. No significant alterations to the character-defining elements of this bridge have been recorded.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this structure is not a significant example of the work of the State Roads Commission. It is one of several similar concrete beam bridges built to standard specifications on Maryland's state and county highways.

Should this bridge be given further study before significance analysis is made, and why?

Yes, this structure should be given further study. Locally, it is a relatively long bridge built according to state specifications. It should be compared with other local bridges built to state specifications such as #18012, #18013, and #18018.

BIBLIOGRAPHY

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1994 *Historic Bridges in Maryland: Historic Context Report.* Maryland State Highway Administration, Baltimore.

State Highway Administration
Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

As-Built Drawings. On file 707 North Calvert Street, Baltimore.

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

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MARYLAND HISTORICAL TRUST

MHT NO. SM-514

SURVEYOR INFORMATION

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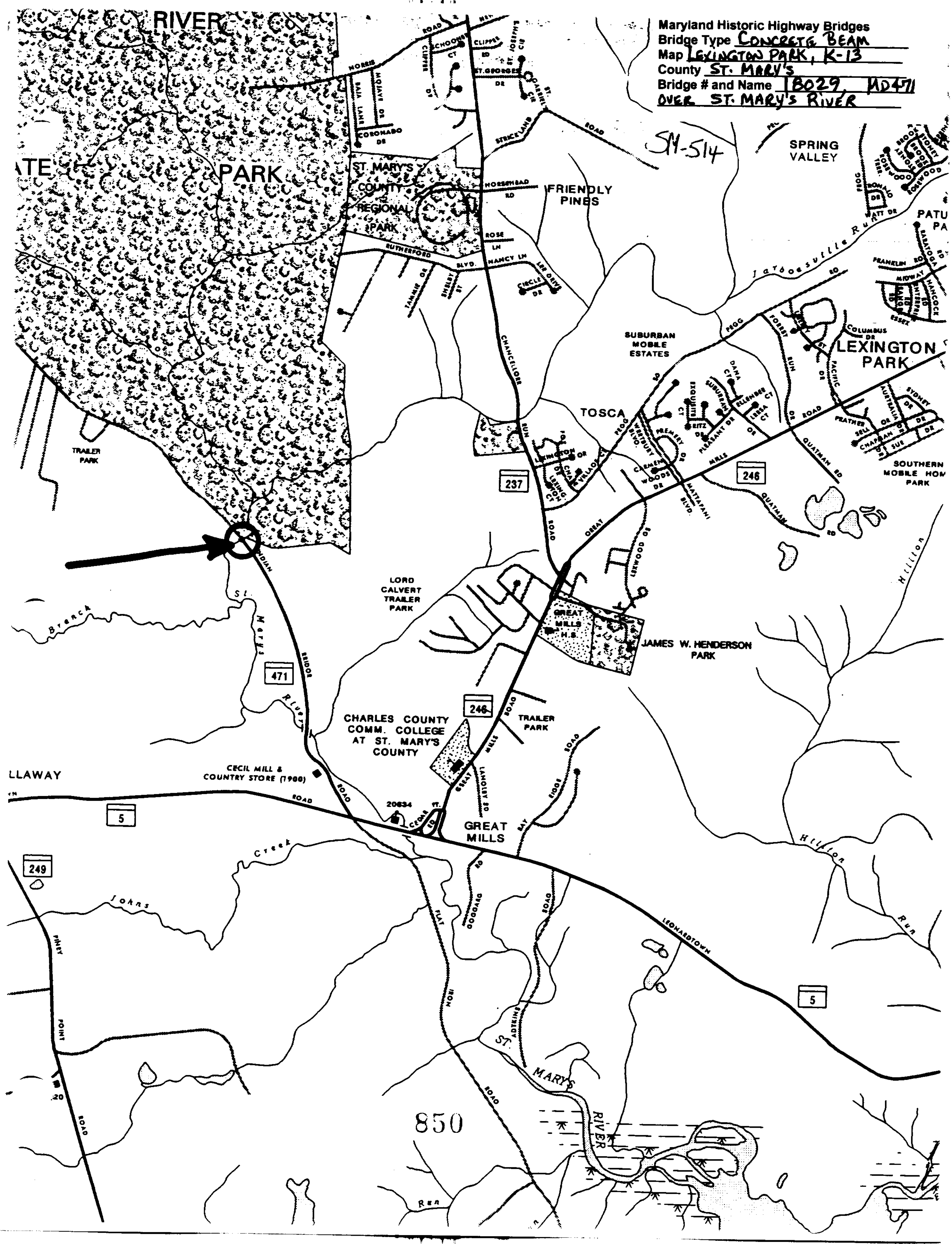
Maryland Historic Highway Bridges
Bridge Type Concrete Beam
Map Lexington Park, K-13
County St. Mary's
Bridge # and Name 1B029, MD471 over St. Mary's River

SM-514



SM-514

ST MARYS COUNTY

O. BRAUNIG

2-L 95

MARYLAND SHPO

MD 471 OVER ST MARYS RIVER

LOOKING NORTH ON MD 471

(BRIDGE 18027)

2 OF 5

SM-514
ST MARYS COUNTY

D. BHAUMIK

2-1-95
MARYLAND SHPO

MD 471 OVER ST MARYS RIVER

LOOKING W/E ST (DOWN STREAM FACE)

(BRIDGE 18027)

3 OF 5

SM-514

ST MARYS COUNTY

D. BRAUNIK

Z-L 95

MARYLAND SHPO

MD 471 OVER ST MARYS RIVER

LOOKING SOUTH ON MD 471

(BRIDGE 13037)

SM-514
ST MARYS COUNTY
D. BHAUMIK
7-1-95
MARYLAND SHPO
MD 471 OVER ST MARYS RIVER
LOOKING EAST (UPSTREAM FACE)
(BRIDGE 18027)


18029

5 OF 5

SM-514

ST MARYS COUNTY

D. BLAUMIK

2-1-95

MARYLAND SHPO

MD 471 OVER ST MARYS RIVER

BRIDGE NUMBER MARKED

ON PARAPET

(BRIDGE 18027)